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past, and sometimes he has been succeeded by savage races, and the result seems to be that his course of development has been less simple than has been thought, and, instead of being a single rising tide, it has been a succession of tides, rising and falling, both the rise and fall being greater as the level to be reached is higher. The third point which distinguishes the author's views in this volume is the summing up of the results of all his studies of the animal life on the globe in connection with the changes in their dwelling-places. He is confident that, although nearly all of what is now dry land was once deep water under the ocean, yet the changes have been gradual, so that in comparison with the highest estimates of the antiquity of man, or even with that of most of the higher animals, our present continents and oceans may be regarded as permanent features of the earth's surface. Thus closes this handsome volume, so full of pleasure and profit.

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6.—*The Dutch in the Arctic Seas.* By SAMUEL RICHARD VAN CAMPEN. Volume I : *A Dutch Arctic Expedition and Route ; being a Survey of the North Polar Question*, etc. London : Trübner & Co. 1877. 8vo, pp. xxxvii.—263.

IN this first volume of Mr. Van Campen's monograph, it is the sub-title rather than the title that indicates the chief importance of his work. His aim—to urge upon the Dutch new efforts in that field in which their navigators once were leaders—is, it is true, continually kept before us ; but, however desirable its accomplishment may be, this special object is sure to yield in interest, in the reader's mind, to the careful "Survey of the North Polar Question" as a whole, for which it furnishes the motive. As an argument, much of what Mr. Van Campen advances in regard to arctic routes and methods is of course open to candid question ; but whatever may be the value of his opinions—which he is exceptionally careful not to let distort his statement of the facts—his service to the general student is beyond dispute. He has given, in convenient but not too narrow compass, an excellent and thorough *résumé* of past experience and current theories in regard to the whole polar problem ; and, in placing side by side the most diverse plans for its solution, has succeeded in stating them with remarkable impartiality. To readers who have not the whole literature of the subject within reach, this volume may safely be commended on this account especially ; and, indeed, so much does this judicial quality

stand in the way of Mr. Van Campen's success as an advocate, that we can easily imagine how the arguments he cites against himself might easily overthrow his own in the mind of a careful reader, even without previous knowledge of the subject.

We find, indeed, no more notable instance of this trait than his treatment of his leading topic, the selection of a route by which the pole may be best approached. While himself favoring "the Gulf Stream route, which is supposed to offer a comparatively uninterrupted ship-channel by following the course of the Gulf Stream deflected northward from Norway and Novaya Zemlya," and giving as his second choice Dr. Petermann's proposed route from Spitzbergen, he nevertheless succeeds in making so good a case for the Smith Sound route that its own supporters could desire no better advocate. We cannot quite resist the impression that his proposal of the Gulf Stream channel—of which the existence has yet to be proved—proceeds rather from a natural desire to see new pathways tried than from a very strong conviction that this approach is any more promising than that which has so many times been the choice of arctic navigators. "The shrewdest and most practical minds among arctic explorers and experienced geographers are by no means convinced," says Mr. Van Campen, "that the route now taken, by Smith Sound and Robeson Channel, is the only practicable one to the north-pole." But this is begging his own question, and minds could of course be neither shrewd nor practical which could support such a proposition. The advocates of the Smith Sound route do not claim that it is the *only*, but the *best* one; and in citing the names for and against this theory—high as a few of its opponents stand among geographers—Mr. Van Campen seems to us to have done enough, even without his own subsequent admissions, to weaken greatly the effect of his arguments upon the reader. Most of the students of this volume will probably not be led by it to differ from Mr. Clements Markham's summing up of the whole matter: "By the Spitzbergen route there is a bare chance of doing little; by the Smith Sound route there is a certainty of doing much." Perhaps it would not be unjust to add to this, that by Mr. Van Campen's Gulf Stream route there is an uncertainty of everything; and that, while we give full credit to the careful study and presentation he has made of its probabilities, it is the charm of this uncertainty, rather than any well-founded conclusion, that has made him its advocate.

With regard to the question of an open polar sea, Mr. Van

Campen is a little unsatisfactory and vague. For, although he gives a careful statement, of great value to the reader, of the different opinions held by leading geographers upon the point, he ends by leaving his own position ill-defined, and by declaring, rather needlessly, that nothing be here decided but by "actual research." On the whole, we are led to infer that he believes the probabilities are in favor of open water at the pole ; and "yet it is fair to say," he tells us, "that the most practical men in arctic research—such as Sir George Back, Sir Leopold McClintock, Mr. Clements Markham, and especially the late Admiral Osborn—are exceedingly skeptical." It is worth while to note, in passing, that all of these men, who are here rightly cited as the "most practical," favor the Smith Sound route.

Let us not be misunderstood, however, because we cannot agree that Mr. Van Campen makes the best of his own case. It is precisely because he is not a special pleader, as we said in the beginning, that his book is of such lasting value. We repeat that it is one of the best of summaries, for the general reader, of the whole literature of the polar problem. In accuracy, both in his historical and scientific treatment of the questions he discusses, Mr. Van Campen is almost unassailable ; and although the reader must not look for narrative—as Mr. Van Campen rightly takes for granted a general knowledge of the main facts of recent exploration—he will find many passages of the book so eminently readable as to make him anticipate with interest the publication of the second volume. This, we are promised, will contain the story of the old Dutch voyagers.

In a new edition the name of Captain Koldewey should be thus spelled throughout ; in the copy before us the types give it two or more different spellings. Two or three other similar slips are noticeable, but are obviously typographical. We are sorry to see Mr. Van Campen help to perpetuate the error of calling an English navigator *Hendrik* Hudson, because he once accepted employment from a Dutch corporation ; but in this mistake, unfortunately, he has many companions.

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7.—*Word for Word from Horace*: The Odes literally versified.

By WILLIAM THOMAS THORNTON, C. B. London : Macmillan & Co. 1878. 12mo, pp. xv.-317.

MR. THORNTON'S translation covers less ground than Francis's or Lord Lytton's Horace ; but it includes the larger part of what,